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FEB 10 2004

PTO/SB/21 (02-04)

Approved for use through 07/31/2006. OMB 0651-0031  
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## TRANSMITTAL FORM

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Total Number of Pages in This Submission	5	Application Number	09/941,390
		Filing Date	August 28, 2001
		First Named Inventor	Shane CHEN
		Art Unit	3618
		Examiner Name	F. VANAMAN

Attorney Docket Number BWD:7945.006

ENCLOSURES (Check all that apply)		
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### SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT

Firm or Individual name	William O. Geny, Esq. Chernoff, Vihauer, McClung & Stenzel, LLP
Signature	
Date	February 5, 2004

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE  
PATENT APPLICATION EXAMINING OPERATIONS

Applicant: Shane CHEN

Group Art Unit: 3618

Serial No: 09/941,390

Examiner: F. VANAMAN

Filed: August 28, 2001

Title: DETACHABLE MOTOR FOR SCOOTER

RESPONSE

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1600 ODS Tower  
601 SW Second Avenue  
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February 5, 2004

Commissioner of Patents  
P. O. Box 1450  
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Dear Sir:

In the Office Action of January 2, 2004, the Examiner rejected claims 32, 42 and 43 as anticipated by Parks (U.S. Patent No. 6,531,838). This rejection is respectfully traversed.

The claims at issue are claims 32, 42 and 43. These claims were indicated as allowable in the previous Office Action dated September 24, 2003. The new reference to Parks does not show or contain the limitations contained in these claims.

Claim 32 requires a motor assembly selectively detachably coupled to a vertical steering shaft. The motor assembly comprises a case and a motor. In element (c), the claim calls for a biasing mechanism associated with the motor assembly for urging a rotary output shaft into engagement with the front wheel. The biasing mechanism comprises a spring positioned

between a bottom portion of the case and the motor.

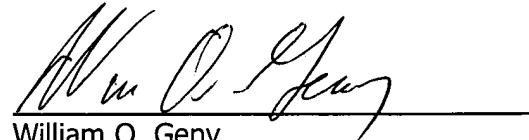
No such structure is shown in Parks. There is no spring positioned between a bottom portion of anything that could be called a "case" and the motor. Instead, a battery case rests on a bracket on one side of the steering shaft and a motor is attached underneath the bracket on the other side. There is no spring positioned between this case and the motor. The Examiner apparently relies upon what he refers to as a "further battery case" which Parks suggests in column 3, lines 36-40 which could be placed adjacent the motor. Even if this is so however, neither the text relied upon by the Examiner nor anything else in Parks suggests the use of a spring interposed between the battery case and the motor as a biasing means for urging the rotary output shaft into engagement with the wheel. The only thing shown in Parks that sets the position of the motor relative to the wheel are a pair of screws that fasten it to the bracket. Thus, there is no teaching in Parks that supports the Examiner's position. This rejection should therefore be withdrawn.

In claim 42, element (c) recites that a detachable motor assembly includes a case housing a battery and a motor. Element (e) requires that there be a biasing spring interacting between the battery and the motor so as to urge the rotary output shaft into frictional engagement with the front wheel. No such structure exists in Parks and none is even suggested. Even if the Examiner is correct that the biasing element for the motor could be a spring instead of the screws 38, there is no suggestion that such a biasing mechanism would interact between a battery and the motor. How would the motor be attached to the bracket with a battery on top of it, the motor underneath it, and a spring interacting between the two of them to push the output shaft into engagement with the front wheel? Parks does not say. Parks merely makes a vague suggestion that the motor could be biased against the wheel by a spring but surely such a spring would have to operate between the bracket and the motor and not between any battery and the motor.

Finally, claim 43 provides that the case, which houses both a battery and a motor, is vertically slidable with respect to the clamp. In claim 42, the motor assembly is coupled to the steering shaft by a vertically adjustable clamp mechanism. Thus, claim 43 requires a motor assembly clamped to the vertical steering assembly which is vertically slidable with respect to the clamp. Nothing of the sort appears in Parks nor is it suggested in any way in Parks. Both the battery and the motor in Parks are fixed on the bracket which is clamped to the vertical steering shaft. Neither the motor nor the battery is slidable with respect to the clamp.

For the reasons stated herein, the rejection of claims 32, 42 and 43 should be withdrawn and the case should be allowed to pass to issue.

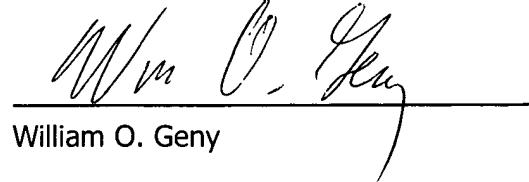
Respectfully submitted,

  
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Dated: February 5, 2004

  
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William O. Geny